ngagarasara ya, manusa matemi desikita	. CL	ASSIFICATION SECR				**************************************
OUNTRY	East Germany			Y INTORIATION REPORT	:	
OPIC	Drewitz Airí	field		1		
OFTO ancerage such			50	X1-HUM	THE RESIDENCE OF THE PLANT OF THE PROPERTY OF	elindres inn de inter es innue i inter
VALUATION		DEADE	OPTAINED		The state of the s	50X1-HUM
VALUATION_		PLACE	OBTAINED		P or work (2004) implified in graphic (2004)	en e
ATE OF CO	NTENT				a reserve	The second of
ATE OBTAIN	NED.		DATE PREPARE	D 16 October	TAD2	n manusana and an
EFERENCES	S	e e e e e e e e e e e e e e e e e e e	CONTRACTOR OF STREET	bullhordonumenders, resides contato de la minoresta	en werden seit dem füßer der unte sessiden nämment nur	rjáldszámansaks bandszá k. 20 a.s.
AGES	L. ÉNGL	OSURES (No. & 772)	alle succession and the second succession an	o makesember of the constant	uur – saassassa uusi osa ta maata uurussa saassa saassa oo la	and the first of the second of
EMARKS				V.1		
£:717;10 (O	a salaha n mengan kengan salah sala		A. Magallir Mart. Martiga.err (againsteachada dhinteach eagricatas).	collectuation of manager state indicates a late a successor.	MATERIA (MATERIA) AND	entrementaleum entremestate en la ministration en l
ME MALE TITMEN HANDS THE THE	and the second s	nakan kang ajadan menengapan	در در دراه ایستاریستان ماریدیستاند. د	en bouren (Boren espera) v 1	والمراكب المحافظة ال المحافظة المحافظة ال	en, a
ere era malanisee suud	The second secon	en elektromen e kommin is politica (i politica) se income	and the comment of the second comments of the	11 To the state of	namengales will skulder ern kunn helde skehusskaal sehi	et e suu au a estagene tiine eyttiin myötta sa
		Imit. 30	2 nés a ground	nemenana (Tyrki)	s Sam o Misa o System	50X1-HI
1.0	designation	of the unit was		ottelion incli	ಗೆ ತ ರೆ ನಾ ಒಟ್ಟಿಕೆ	iđ
1	designation company wit 30 men, a g	of the unit was a h a personnel abro uard company of 1	not known. The length of 50 men 25 men a 201 s	osttelion inclu y a votes trans setion of 20 me	ried an alific rost company c en and a supply	et ld of
1,	designation company wit 30 men, a g detail of 2 25 men. The	of the unit was a h a personnel str- uard company of 1 O men each, and to total strength o	not known. The ength of 50 mea 25 men, a 201 s he headquarters f the unit, inc	ottelion inclu y a voter trans sotion of 20 me with a personr tuding officers	ced an allified port company c on and a supply all strength of the was estimate	et id of r
1.	designation company wit 30 men, a g detail of 2 25 men. The at 300 men.	of the unit was a h a personnel atrouand company of 1 O men each, and the	not known. The ength of 50 mea 25 men, a 201 s he headquarters f the unit, inc	ottelion inclu y a voter trans sotion of 20 me with a personr tuding officers	ced an allified port company c on and a supply all strength of the was estimate	et id of r
	designation company wit 30 men, a g detail of 2 25 men. The at 300 men. squads to e	of the unit was a had personnel structured company of 1 of total strength of the guard company ach platoon.	not known. The ength of 50 mem 25 men, a FOL she headquarters of the unit, including was composed of	orticlion and or	ded an allfield for company of and a supply act strength of a supply act strength of a was estimate one with three	et d of r ed
	designation company wit 30 men, a g detail of 2 25 men. The at 300 men. squads to e Between Aug in Kamenz,	of the unit was a hard company of 1 of the company of 1 total strength of the guard company ach platoon. I ust 1952 and 20 M from where it was	not known. The ength of 50 men 25 men, a ROL she keadquarters f the unit, inc. y was composed of the unit ay 1953, the unit rensferred to	ortislion arely on motor want solion of 20 me with a person tuding officers of three platoc it was statione Drewitz airfie	ded an allfield for company of and a supply of a strength of a was estimated as with three at Installated, shortly be	at id of y ed
	designation company wit 30 men, a g detail of 2 25 men. The at 300 men. squads to e Between Aug in Kamenz, or around t Kamenz to D	of the unit was a harmonic structure company of 1 of the men each, and to total strength of the guard company ach platoon. I ust 1952 and 20 M from where it was he same time as the rewitz. In early	not known. The ength of 50 mem 25 mem, a FOL she headquarters of the unit, including was composed of the unit rensferred to the fighter regime april 1953, the	cottelion and a court wants of 20 me with a person tuding officers of three platoc it was statione brewitz airficant headquerte flying person	ded an allfield performed a supply of and a supply of a strength of a was estimate one with three at Installate shortly be as moved from all of the unit	et of r r ed wion II efore
	designation company wit 30 men, a g detail of 2 25 men. The at 300 men. squads to e Between Aug in Kamenz, or around t Kamenz to D temporarily	of the unit was a had personnel struard company of 1 onen each, and to total strength of the guard company ach platoon. I struct 1952 and 20 M of from where it was the same time as the same tim	not known. The ength of 50 mem 25 mem, a FOL she headquarters of the unit, including was composed of the unit rensferred to the fighter reginary 1953, the resden-Klotzsch	cottelion arely a notes when the person of 20 me with a person tuding officers of three platoc twas statione brewitz airficant headquarte flying person a four a four	ded an allfield performed a supply of and a supply of a strength of a was estimate one with three at Installate shortly be as moved from all of the unit	et of r r ed wion II efore
	designation company wit 30 men, a g detail of 2 25 men. The at 300 men. squads to e Between Aug in Kamenz, or around t Kamenz to b temporarily they were a	of the unit was a hard company of 1 of men each, and to total strength of the guard company ach platoon. I ust 1952 and 20 M from where it was he same time as the transferred to D lso to be transfer	not known. The ength of 50 mem 25 mem, a FOL so the headquarters of the unit, including was composed of the second sy 1953, the unit rensferred to the fighter region April 1953, the rescention Drewitz	with the control of t	ded an allfield performed a supply on and a supply and a supply and a supply and a strength of a was estimated at Installated a shortly be are moved from all of the unit wheek furlough a billeted in	et de
2.	designation company wit 3C men, a g detail of 2 25 men. The at 300 men. squads to e Between Aug in Kamenz, or around t Kamenz to D temporarily they were a temporary a	of the unit was a harmonic structure company of 1 of the company of 1 total strength of the guard company ach platoon. I ust 1952 and 20 M from where it was he same time as the courts. In early transferred to D	not known. The ength of 50 mem 25 mem, a FOL she headquarters of the unit, including was composed of the unit, and transferred to he fighter reginal to the property of the pr	ortishion and a color to an action of 20 me with a person tuding officers of three platoo it was statione Drewitz airficent headquarte flying person e. After a four threstern bord threstern bord	ded an allfield performed a supply on and a supply of a strength of a was estimated at Installated a shortly be are moved from all of the unit wheek furlough a billeted in her of the field.	at doff of sed sion II efore severe 1 50X1-H

CLASSIFICATION SECTION

50X1-HUM

SECRET

- 2.

4. The officers of Unit 302 included Captain Richter (fnu), commanding officer, Captain Keil (fnu), chief of staff, Lieutenant Hoffmann (fnu), deputy chief of staff, Lieutenant Nikisch, political officer, Lieutenant Markus (fnu), SED secretary, Sub Lieutenant Gockel (fnu), FDJ secretary, Lieutenant Kroll (fnu), commanding officer of the guard company, Lieutenant Stoelzel (fnu), political officer of the guard company, Lieutenant Wistuba (fnu), deputy political officer, Lieutenant Riehn (fnu), chief 1st Platoon, Lieutenant Giese, (fnu), chief 2nd Platoon, Lieutenant Huebner (fnu), chief 3rd Platoon, Lieutenant Unger (fnu), chief airfield company, Lieutenant Koehler (fnu), political officer of the airfield company, Sub-Lieutenant Gentsch (fnu), platoon commander. Captain Ziehres (fnu) was commander of the air regiment, and Captain Zehl (fnu) who was no aviator and formerly was chief of staff of the air regiment was chief of Installation II at Kamenz. Attached to the unit were two Soviet advisors, lieutenant colonel and a major; both wore VFL uniforms. 4

50X1-HUM

6. The concrete runway at Drewitz airfield was two to three kilometers long and 80 meters wide. A taxiway covered with steel matting was running parallel to the runway and was connected to its middle section by a connecting strip. Concrete lanes branched off at right angles from the triangular concrete aprons at both ends of the runway.

Some of the runway matting from the former improvised runway at Kamenz had been shipped to Drewitz. A railroad connection was being laid from the Cottbus-Guben railroad line to the fuel depot. 6

50X1-HUM

- 7. The vestern border of Drewitz airfield was about one kilometer east of a line running from the Jaenschwalde railroad station to Drewitz: its southern border was about 30 sters north of the Cottbus-Guben railroad line. On 11 June 1953, the runways and hangars were completed except for their gates. Painters and plumbers were working in the barracks and in the flight control building which had two glass towers, about 18 meters high, and was located on the southeastern boundary of the field. The excavations for the field depot were completed. The number of civilian laborers at the field had been reduced from about 3,000 to about 900, while the number of political prisoners was increased from about 1,500 to 1,800. The civilian construction workers were billeted in the "Hochbau" camp south of the railroad line which consisted of six one-story brick buildings and 17 temporary wooden buildings. Political prisoners lived in a tent camp surrounded by a barbed wire fence east of the "Hochbau" Camp. Further billets were in the "Tiefbau" Camp, northwest of the field.
- 8. After mid-April 1953, about 400 men of the VPL were transferred from Kamenz to Drewitz. They did only guard and labor duty.
- 9. Two police details, each of about 60 men, were stationed at the Hochbau and Tiefbau camps. Patrols were accompanied by dogs. In the entire area of the field, the workers were subject to spot checks for their work passes which they were supposed to carry while being at the field.
- 10. On the morning of 1 May 1953, when all the workers were assembled for the May Day demonstration at the Tiefbau Camp, a fire broke out in a machine shop at the eastern border of the field. Although the entire work force hurried to the scene, the machine shop burned down and another fire started in an office at the Tiefbau Camp. While the workers were extinguishing
 - It had the same length as the runway and was more than six meters wide.

SECRET

50X1-HUM

				•		
SECRET/						
		1				

the fire in the office, the cement shop at the eastern border of the field started burning. Six Diesel and steam locomotives of the narrow-gauge field railroad line and the oil reserves were destroyed in the machine shop, as well as documents and blueprints in the office, and the drying installation in the cement shop. This fire delayed construction work at the field one week. 7

- 11. On 12 July, no aircraft or flying activity were observed at Drewitz airfield.

 during the preceding days take-offs by single 50X1-HUM
 engine monoplanes were frequently observed. All roads leading to the area of
 the airfield were blocked. In the west the barbed wire fence around the
 airfield started about 250 meters east of the Drewitz-Jaenschwalde road,
 and in the south the fence was about 250 meters south of the Cottbus-Guben
 railroad line. A fenced-in camp with civilian prisoners working at the field
 was located south of the railroad line.
- 12. On 23 July, above-ground construction work at Drewitz airfield was almost completed, while work was continued on underground constructions, however, at a slightly reduced speed. The airfield was guarded by numerous KVP sentries. From the fact that the Reichsbahn had cancelled the plan to enlarge the Jaenschwalde railroad station, field would be completed soon.

 | Construction work at the field would be completed soon.
- 13. At about 10:30 a.m. on 27 August, five single-engine monoplanes took off from the field. The aircraft were painted olive-drab

 The landing of these airtraft was not observed.

 Several VPL soldiers were observed in the village of Drewitz. Truck
 was seen in the vicinity of the field. On 4 September, no air activity was observed at the field. On 15 September, there was no flying at the field until 6 p.m. except for the landing of two swept back jet fighters at 1:40 50X1-HUM p.m. Soldiers of the VPL and of the Soviet air force were seen in the village of Drewitz.
- 14. A branch line leading to the north branched off from the Cottbus-Guben railroad line at kilometer marker 197,6. About 30 meters east of this point, the fence turned to the north, Kilometer marker 192.7 is located close to the Jaenschwalde railroad station. A road leading to the north in the direction of the airfield was under construction near kilometer marker 195.3 Five new four-stery apartment houses were located west of the spur track, about 1,500 meters east of the road under construction. They were occupied by VPL on 15 September. A concrete road under construction led from the apartment houses to kilometer marker 195.3, about one kilometer east of the point where the barbed-wire fence turned off from the railroad line to the north. Another road was under construction from Jaenschwalde toward the field. Temporary quartering buildings for the workers were located outside of the fenced-in area, next to this road, north of the railroad line. Several single story brick buildings were located about 300 meters east of the Jaenschwalde settlement, south of the railroad line. 7
- 15. At about 6:30 p.m. on 29 August, no flying activity was observed at Drewitz airfield. Between 12:30 and 5:30 p.m. on 3 September, individual jet fighters started and landed at the field. 8

SECRET

						50X1-HUM
	•	SECRE				
			ر. ور کا محاف			
					50X1-I	-IUM
	Comment.	A strength	of about 300 mer	as stated for		
The	ly battalio	n	are probably sub			50X1-HUN
		<u>. , </u>	<u> </u>		· ·	
	ment. The t	esting of the	ft probably belo field by jet a lots in jet air	ircraft indicat	es that it ha	ning d X1-HUM
for	tel (fnu), I the first t	ieutenant Wis ime. Captain	offmann (fnu), l tuba (fnu) and Zieros (fnu) wa	Lieutenant Koel	us, Sub Lieut ler are rep <mark>or</mark>	enant
offi	icer of the	602d Air Regi	ment.			
		-		· .		
airi	Comment. field 1s 2,	500 meters lor	ng and 80 meters	wide. The stee	nway at Drewit al∝matting sur	oz face
airi of i	field is 2,	500 meters lor	ng and 80 meters for the first ti	wide. The stee	way at Drewit al-matting sur be assumed th	face 50X1-HU
airi of i	field is 2,5 the taxiway	500 meters lon is reported in the constructed for the constructed in t	for the first ti	wide. The stee	el∞matting sur	face 50X1-HU

by 30 August 1953, the units of the VPL had once again received about 30 conventional training aircraft. It is assumed that some of these aircraft are stationed at Drewitz. The

reported jet aircraft were probably flown by Soviet pilots.

50X1

SECRET